

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒
no ☐

Property Name: SHA Bridge No. 1003804, MD 144FA over Monocacy Ri Inventory Number: F-3-251
 Address: MD 144FA over Monocacy River Historic district: yes ☒ no ☐
 City: Frederick, MD Zip Code: _____ County: Frederick
 USGS Quadrangle(s): Walkersville
 Property Owner: Maryland Department of Transportation, State Highway Ad Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: 78
 Project: The SHA Historic Bridge Inventory, 1948-1965 Agency: MD SHA
 Agency Prepared By: MD SHA
 Preparer's Name: Anne E. Bruder Architectural Historian Date Prepared: 04/30/2010
 Documentation is presented in: Project Review and Compliance Files
 Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended
 Criteria: A B ☒ C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: yes Listed: yes
 Site visit by MHT Staff yes ☒ no ☐ Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

SHA Bridge No. 1003804, MD 144FA over the Monocacy River is a 3-span elliptical arch bridge constructed of reinforced concrete in 1942. It is north of the current MD 144 bridge, SHA Bridge No. 1003803, which was constructed in 1955. SHA Bridge No. 1003804 was closed to traffic in 1985, following the opening of the I-70 bridges to the north. The arch bridge replaced a timber truss bridge that had been erected on the piers of the original 19th century Jug Bridge which was demolished in 1942 after one of the arches collapsed. SHA Bridge No. 1008304 is south of the original Jug Bridge location. Its design was prepared by the Maryland State Roads Commission (SRC).

The bridge consists of two travel lanes and safety sidewalks on the deck. The parapets are open balustrade "pigeon hole" type, divided by large curved blocks with two pilasters attached at the exterior. These are aligned with the piers in the substructure. At the ends of the parapets, the former curved end posts were modified into trapezoidal safety end posts in 1978. Guardrail was also added at the approaches at that time. The scuppers are made of cast iron. The substructure consists of open spandrels in 3 elliptical arches. The east arch is 111'0" wide, the middle arch is 98'6" wide, and the west arch is 86'0" wide at water level. The spandrel columns are all rectangles and are the same width as the two arches, which are joined by braces. The piers have two pilasters attached at the exterior faces, matching the parapet blocks above. Between each spandrel column the deck above is also

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐
 Criteria: A B ☒ C D Considerations: A B C D E F G
 MHT Comments:

Jim Ziemann ✓
 Reviewer, Office of Preservation Services
B. Kuntz
 Reviewer, National Register Program

7/29/2011
 Date
7/29/11
 Date

arched, and the superstructure (safety sidewalk and parapets) is extended beyond the spandrel wall. The pier caps at the base of the bridge are oval in shape, coming to a point at each end. The plans note that the caps are to be rusticated, meaning that the lines are incised to suggest stacked stone. The open spandrel walls above the top of each arch was been filled in with concrete at an unknown date. The Monocacy River frequently floods and there are measurement bars to 42 feet marking the height of waters at flood.

SHA Bridge No. 1003804 has been closed to traffic for twenty-five years. Biologicals (trees, grasses and mold) are growing on the bridge. Also, several pieces of the parapet coping are missing. Despite its closure and condition issues, it retains integrity of materials, design, workmanship, setting, feeling and association. When the SRC built the bridge, World War II had just begun (December 1941), but the loss of the Jug Bridge at the Monocacy River made travel between Baltimore and Frederick and points west difficult. Although in comparison to steel, concrete is less costly as a building material, it requires a longer construction time. The SRC was able to maintain a wooden deck truss bridge until the new bridge was completed in 1942. Like the Patapsco River Bridge and the Conococheague Creek Bridge, the SRC chose to use an open spandrel bridge at an important and scenic river crossing. SHA Bridge No. 1003804 is more streamlined than either of the earlier bridges, which were built during the Depression, when both materials and labor were less expensive.

Based on the foregoing, SHA has determined that SHA Bridge No. 1003804, MD 144FA over the Monocacy River is eligible for the National Register of Historic Places (NRHP) Criterion C (engineering and architecture). Research conducted as part of this study did not identify events or persons of local, state or national significance and the bridge is not eligible for the NRHP under NRHP Criteria A or B. NRHP Criterion D was not investigated as part of this study.

The historic boundary is confined to SHA's right-of-way for MD 144FA over the Monocacy River as shown on Frederick County Tax Map No. 78 (2009).

Sources Consulted:

Report of the State Roads Commission of Maryland, Operating Report and Financial Report, 1941-1942, Baltimore, MD: 1943, pp. 40-47.

Maryland State Highway Administration, SHA Bridge No. 1003804 1942 Construction Plans and 1978 Remedial Repair Plans on File at SHA.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

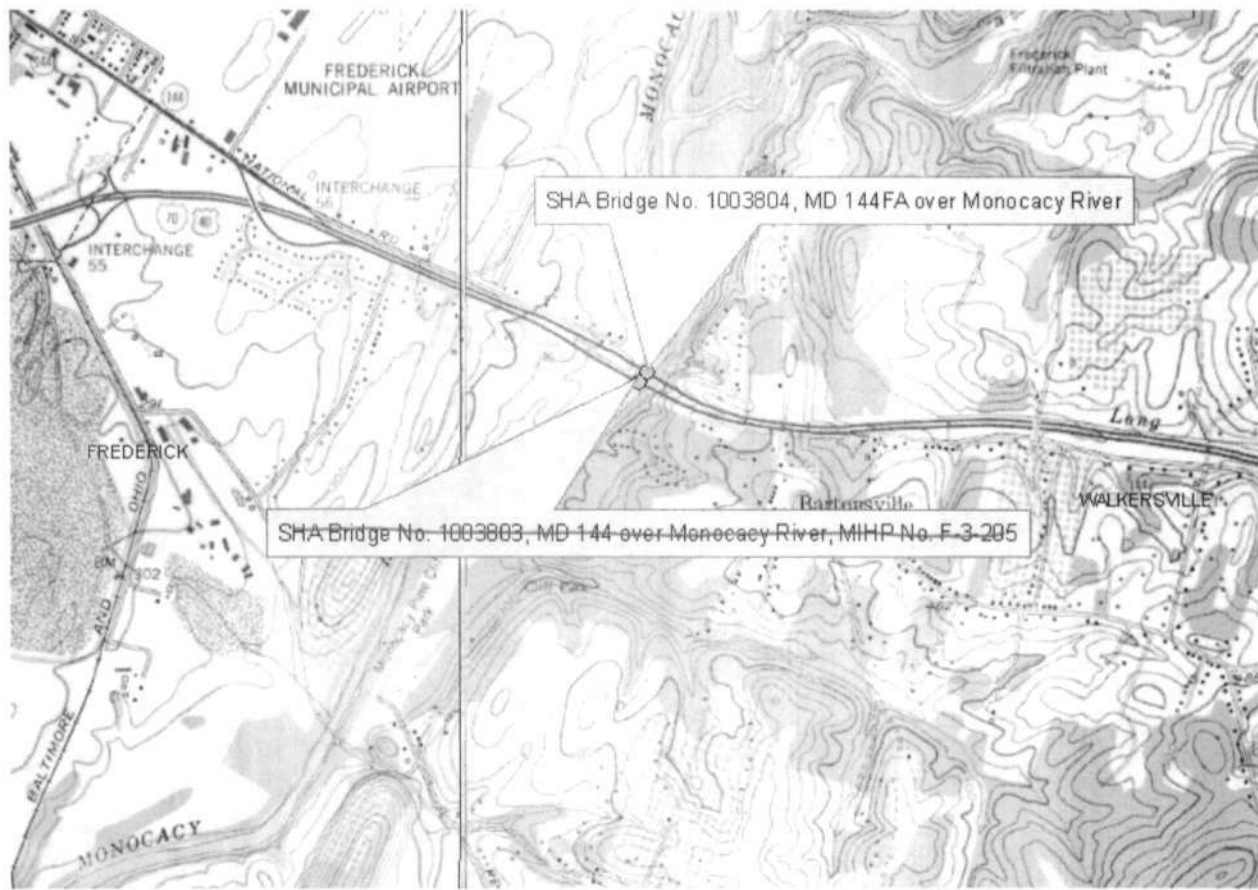
MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date



Location Map

Walkersville USGS

1948-1965 Historic Highway Bridge Survey

Scale: 1" = 2200'

**Maryland State Highway Administration
Cultural Resources Section
Photo Log**

Project No.: SP310C42

Project Name: SHA Historic Highway Bridge Inventory, 1948-1965

MIHP No.: F-3-0251

MIHP Name: SH Abridge No. 1003804, MD 144FA over the Monocacy River

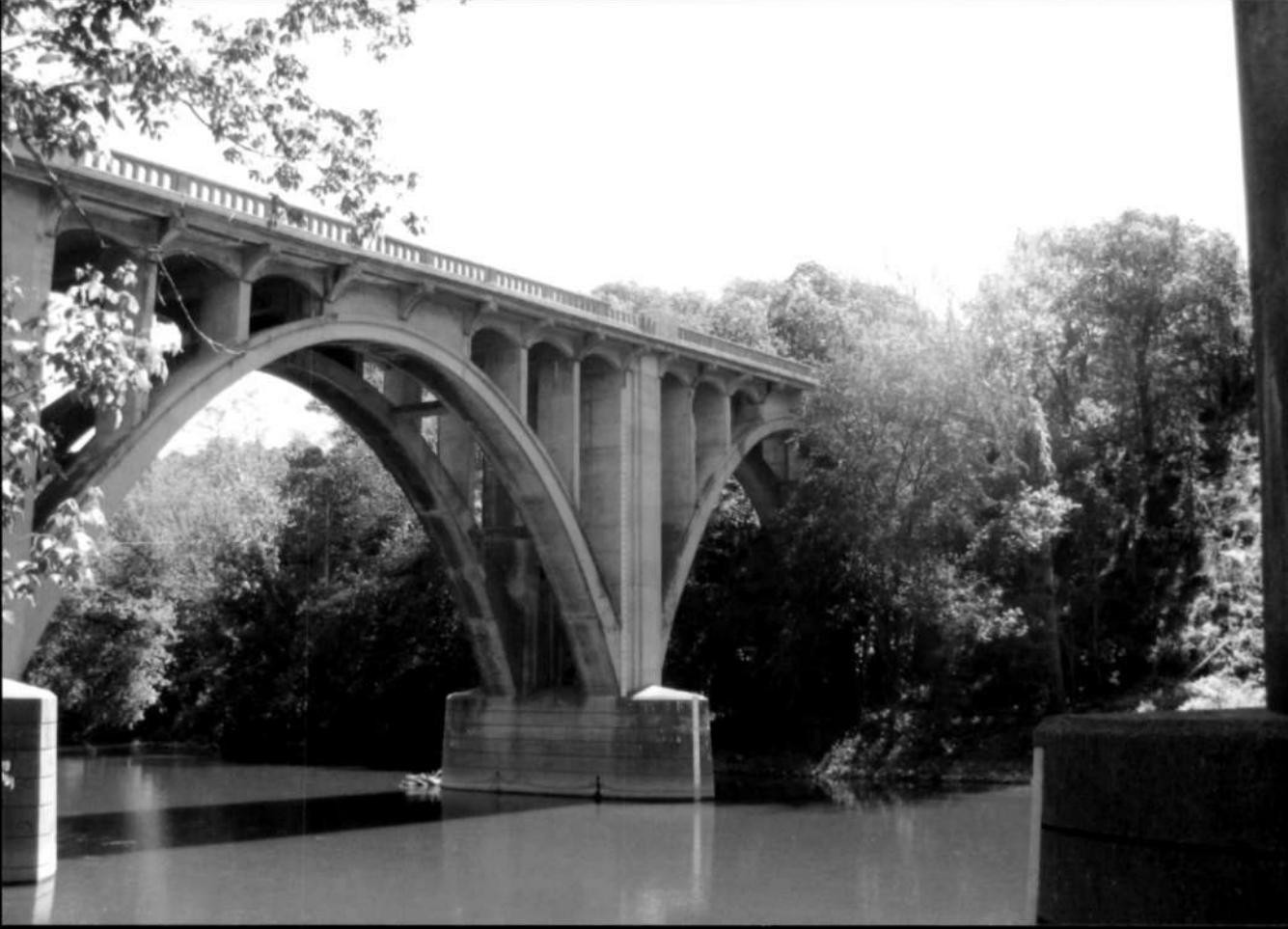
County: Frederick

Photographer: Anne E. Bruder

Date: 05-05-2010

Ink and Paper Combination: Epson UltraChrome pigmented ink/Epson Premium Luster Photo Paper

Image File Name	Description of View
F-3-0251_2010-05-05_01.tif	Bridge 1003804, looking north and east from southwest
F-3-0251_2010-05-05_02.tif	Bridge 1003804, looking at underside of west arch (east side)
F-3-0251_2010-05-05_03.tif	Bridge 1003804, rusticated pier base cap, looking east at west pier
F-3-0251_2010-05-05_04.tif	Bridge 1003804, looking at west spandrel walls and pier, looking south and west
F-3-0251_2010-05-05_05.tif	Bridge 1003804, looking at north parapet and deck, looking north and west
F-3-0251_2010-05-05_06.tif	Bridge 1003804, looking at south parapet block, looking south
F-3-0251_2010-05-05_07.tif	Bridge 1003804, looking at modified parapet endpost, looking north and west



F-3-Z51

SNA BRIDGE 1 R 1903304

FREDERICK CO, MD

BRIDGE

APRIL 2010

MD SNAPO

LOOKING NORTHWEST AT SOUTH
PARAPET AND ARCHES.

1/7



F-3-251

SHA BRIDGE No 1003804

FREDERICK CO., MD.

BRIDGE

APRIL 2012

WIND SAPO.

LOOKING WEST NORTH FARM ROAD
HIGHWAY

2/7



F-3-251
SAA BRIDGE NO. 1003804
FREDERICK CO., MD.
BRUNER.
APRIL 2010
IND SHTO
1985 END POST AT NORTH WEST
PARAPET.

3/7



F-3-251

SN BRIDGE NO. 1003804

FEEDBACK CO., MD

BOARDER

APRIL 2010

MD SHPO

SOUTH PARAPET

4/7



F-3-Z51
SHA BRIDGE No. 1003004
FREDERICK CO., MD.

BRIDGE

APRIL 2010

MD SHA

WEST PIER LOOKING EAST.

5/7



F-3-Z51

SHA BRIDGE NO. 1003804.

FREDERICK CO., MD

BRIDGE

HAZARD

MID SHPO.

WEST ARCH LOCKING UP.

6/7



F-3-251

SAHA Bridge No. 1003804

FREDERICK Co., MD.

BRIDGE

APRIL 2010

MD SHPO

NORTH SIDE OF SUBSTRUCTURE
LOOKING SOUTH & WEST

1/1